* *Issue of Pattas in Kollegal Taluk*

424 SRI R. RACHE GOWDA (Hanur).—Will the Minister for Revenue be pleased to state :

(*a*) the extent of land in respect of which patta has not been issued to the ryots in Kollegal taluk

(*b*) whether it has come to the notice of the Government that the reason for delay in issuing pattas is due to the shifting of the survey office to other place ?

SRI N. HUTCHAMASTHY GOWDA (Minister for Revenue).—

(*a*) 22,436 acres and 07 guntas.

(*b*) No.

CALLING ATTENTION TO MATTERS OF URGENT PUBLIC IMPORTANCE

(*i*) *re: Wearing of helmets by riders of two wheelers compulsory.*

9-30 A.M.

SRI M. S. KRISHNAN (Malleswaram).—I call the attention of the Minister for Transport regarding wearing of crash helmets by riders of motor cycles and scooters.

SRI MOHAMED ALI (Minister for Transport and Tourism).— I wish to make the following statement (Statement enclosed).

With the increase in the cost of operation of motor cars and also, as vehicles suited particularly for the middle income group, the use of two wheeled vehicles is on the increase. From the accident statistics, it is observed that most of the fatal cases involving scooters and motor cycle riders are attributable to head injuries and even among the survivors a large percentage are found to be languishing with brain damage making life miserable both to the disabled victims and the person who have to look after them. It has been proved again and again that invariably in any motor cycle or a scooter accident it is the head injury that proves fatal. A motor cycle or a scooter is a vehicle capable of high speed and without any super-structure to protect the rider in case of an accident, it is a highly dangerous vehicle to handle. From a study conducted by the Central Road Research Institute, it was found that a motor cycle rider is 14 times more vulnerable than a driver of any other vehicles.

2. From an analysis conducted regarding accidents in Bangalore City, it is reported by the Road Safety Congress of the Automobile Association of Southern India, that the percentage of fatal accidents

involving motor cycles/scooters is 21.8% of the total number of accidents, ranking next only to trucks for which the percentage is 34.8. From an analysis of the accidents involving motor cycles/scooters in Madras City for 4 years from 1970 to 1973, it is revealed that as against 77 deaths due to accidents involving these vehicles 40 deaths have occured due to head injury.

3. Dr. B. Rama Murthy, Prof. of Neuro-Sergery, Madras Medical College, Madras, has stated that "without any hesitation, the authorities must declare wearing of crash helmets compulsory".

4. The Government of India had consitituted a Study Group on Road Safety under the Chairmanship of Sri. Thulasidas Jadav, Member of Parliament. This Committee has, *inter-alia*, recommended as follows;—

> "From a study of motor cycle/scooter accidents conducted in Delhi, almost all deaths and seventy percent of the severe injuries were accounted to injuries on the head and the face. It is, therefore suggested that suitable legislation should be made for making the wearing of safety helmets or some other suitable headgear by all drivers and pillion riders, compulsory".

5. The Fifth All India Road Safety Congress organised by the Automobile Association of Southern India in the year 1974 has again and again re-iterated the necessity for making it compulsory for both driver and the pillion rider of Motor Cycles/Scooters to wear crash helmets.

6. Considering all these factors, Government have issued a Notification No. HD 48 TMR 72, dated 3rd February 1975 proposing to insert a new rule in the Karnataka Motor Vehicles Rules, 1963, making it compulsory for the riders of Motor Cycles and Scooters to wear crash helmets. This rule is proposed to be brought into force with effect from 1st May 1975. However, taking into consideration the low horse power of Mopeds like Suvega etc., which have only a 0.5 H.P. engine, exemption has been made in respect of such vehicles taking into consideration the fact they are not powerful vehicles like a motor cycle/scooter and they have better stability on the road in view of the bigger wheel diameter.

7. There were quite a good number of oral representations to the effect that even if the Government were to make it compulsory for the driver of a motor cycle/scooter to wear crash helmets, it should not be made compulsory in respect of the pillion riders, who it is represented are mostly women. In this connection, it may be stated that whenever any accident occurs, even in that fraction of a second, the rider of the vehicle is able to see the accident, anticipate the likely impact and injury and adjust his fall and he would be in a

position to retain his grip on the vehicle. However, in the case of the pillion rider the same thing cannot be said to be true and always he is taken un-awares when any accident happens and particularly so in respect of women, who travel as pillion riders. Without the necessary grip by which they can contrl their fall, it is usual for the pillion rider to fly away or more often to fly over the driver of the motor cycle/ scooter and the first impact of the accident would be either a hit on the head or the face. Therefore, it is quite essential that wearing of crash helmets by any person who rides a motor cycle/ scooter, either as a driver or as a pillion rider should be made compulsory in the interest of lives of the persons who ride these vehicles and this is all the more necessrry for the pillion rider.

8. The common criticism is that the hair-do would be spoiled by using the crash helmets and it would be difficult to go on a scooter to attend marriages and other functions. But a slightly dis-hevelled head is, on any count, better than a broken head.

SRI M. S. KRISHNAN.—May I know the number of accidents that have taken place which have resulted in head injuries in Bangalore City for the last one year ?

SRI MOHAMED ALI.—The total number or accidents on account of two wheelers is 21.8 percent.

SRI M. S. KRISHNAN.—Is it not an additional burden for the driver of a scooter to carry the helmet in the absence of a pillion rider ? Driving itself is a hazardous thing. I am a scooter driver and I know the difficulty of a driver. There will be no place to carry the helmet for a pillion rider.

SRI MOHAMED ALI.—While the vehicle is on the move, they have to keep the helmet on their heads according to rules.

ಶ್ರೀ ಎಂ. ಎಸ್. ಕೃಷ್ಣನ್.—ತಲೆ ಇದ್ದರೆ ಹಾಗೆ ಹೇಳುತ್ತಿರಲಿಲ್ಲ.

ಅಧ್ಯಕ್ಷರು.—ಮಾನ್ಯ ಸದಸ್ಯರು ಆ ರೀತಿ ಹೇಳಬಾರದು.

SRI K. PUTTASWAMY.—I raise point of order. It is very unfortunate that the hon. member should say that if the Minister had the head, he would not have said like this. I take strong exception to his remarks. I very much like to kindly order him to withdraw. I would like you to give a ruling in this regard.

MADAM SPEAKER.—I would request the hon. member Krishnan not only to withdraw but also say sorry for his remarks. That would be very graceful.

SRI M. S. KRISHNAN.—I never meant any disrespect to the hon. Minister when I said that he has no head. I withdraw my remarks.

ಶ್ರೀ ಟಿ. ಆರ್. ಶಾಮಣ್ಣ —ಹೆಲ್ಮೆಟ್ಟುಗಳನ್ನು ಹಾಕಿಕೊಳ್ಳಬೇಕೆಂದು ಹೇಳುವುದರಲ್ಲಿ ನನ್ನ ಆಕ್ಷೇಪ ಇಲ್ಲ. ಆದರೆ ಜನರಿಗೆ ತೊಂದರೆಯಾಗುತ್ತದೆ. ಬೆಂಗಳೂರು ನಗರದಲ್ಲಿ ಸುಮಾರು ೨೦ ಸಾವಿರ ಸ್ಕೂಟರುಗಳು ಇವೆ. ಎಂದರೆ ಸುಮಾರು ನಲವತ್ತು ಸಾವಿರ ಜನರು ಓಡಾಡಲು ಅನುಕೂಲವಾಗಿದೆ ಇದೊಂದು ಸುಲಭವಾದ ವಾಹನ ಎಂದು ಎಲ್ಲರೂ ಉಪಯೋಗ ಮಾಡುತ್ತಿದ್ದಾರೆ. ಇದರಲ್ಲಿ ಒಬ್ಬರು ಸೀಟು ಮೇಲೆ ಇದ್ದರೆ ಅವರ ಹಿಂದೆ ಅವರ ಮನೆ ಹೆಂಗಸರು ಮಕ್ಕಳನ್ನು ಎತ್ತಿಕೊಂಡು ಕುಳಿತುಕೊಂಡು ಹೋಗುವುದನ್ನು ನಾವು ನೋಡುತ್ತಿರುತ್ತೇವೆ. ಇಂತಹವರು ಹೆಲ್ಮೆಟ್ಟನ್ನು ಎಲ್ಲಿ ಇರಿಸಿಕೊಂಡು ಹಾಕಿಕೊಂಡು ಹೋಗುತ್ತಾರೆ ? ಇಂತಹವರ ಬಗ್ಗೆ ಸರಕಾರ ಏನು ಯೋಚನೆ ಮಾಡಿದೆ ?

SRI MOHAMED ALI —Everyone agrees with the need for helmets. How to protect the life in case of accidents because it causes mainly head injuries, is a question which has to be considered. This is a universal problem. It has been made compulsory both in U S.A. and in U.K. We will look into any difficulties that were to arise in using the helmets. With regard to quality of helmets etc., we will discuss with the manufacturers and see that something is done. If they are not available in time there will be no difficulty for the Government to extend the time. This has not been done to create any inconvenience to the public. In view of disastrous results of the accidents if the Helmets proves to be useful it is worth to try.

(*ii*) *re : Printing and Sale of fake bus tickets in K.S.R.T.C. Division Sirsi.*

SRI B. G. BANAKAR (Byadgi).—I call the attention of the hon. Minister for Transport and Toursim to the printing and sale of fake bus tickets at the K S.R.T.C. Division, Sirsi (Sirsi Depot).

SRI MOHAMED ALI (Minister for Transport and Tourism).—I wish to make the following statement.

The Hon'ble Member has stated that the conductors of Sirsi Depot in sirsi Division are printing counterfeit tickets and issuing them as genuine tickets to the passengers thereby causing loss to the K.S.R.T.C. and to the public and also that one Inspector Sri Kalburgi had recently apprenhended a conductor who was printing such counterfeit tickets.

The matter was got investigated in detail and it was found that no case of issue of counterfeit or spurious tickets by the conductors of Sirsi Depot has been detected. Sri Kalburgi Traffic inspector of the Central Line Checking Squad has also not detected any such cases as stated in the Calling Attention Notice.

ಶ್ರೀ ಬಿ. ಜಿ. ಬಣಕಾರ್ —ಮಾನ್ಯ ಮಂತ್ರಿಗಳನ್ನು ಕೇಳುತ್ತೇನೆ. ತಾವು ಏನು ಹೇಳುತ್ತಿದ್ದೀರಿ ಅದಂ ಸತ್ಯಕ್ಕೆ ದೂರವಾದ ಹೇಳಿಕೆ. ನಾನು ಬೇಕಾದರೆ ಅಂಕಿ ಸಂಖ್ಯೆಗಳನ್ನು ಕೊಡುತ್ತೇನೆ. ೧೯೭೦-೭೧ ಸಿರಸಿ ಡಿಪೋನಲ್ಲಿ ಸರಾಸರಿ ೨೦೬ ರೂಪಾಯಿ ೧೯೭೧-೭೨ ರಲ್ಲಿ ೨೬೫-೧೯, ೧೯೭೨-೭೩ರಲ್ಲಿ ೨೮೧-೧೨, ಗುಬ್ಬಿಗಾ ಡಿಪೋನಲ್ಲಿ ಸರಾಸರಿ ೧೭೫ ೩೧ ಪೈಸೆ, ಇವೇ ರಾಜ್ಯದ್ದು ೩.೪೯೯ ಬಸ್ಸುಗಳಿಗೆ ೧೯೭೦-೭೧ರಲ್ಲಿ ೨೮೮ ರೂಪಾಯಿ ಸರಾಸರಿ ೨೯೭. ೧೯೭೨-೭೩ರಲ್ಲಿ ೩೦೨ ರೂಪಾಯಿ ೧೯೭೨-೭೩ರಲ್ಲಿ ೨೯೫-೬೭ ಪೈಸೆ ನನ್ನ ಇನ್‌ಫರ್‌ಮೇಷನ್ ಪ್ರಕಾರ ೧೯೭೩-೭೪ರಲ್ಲಿ ಸರಾಸರಿ ೨೫೦-೩೫ ಪೈಸೆ ಬರುತ್ತದೆ. ೬೧ ಡಿಪೋಗಳಲ್ಲಿ ನನಗೆ ತಿಳಿದಮಟ್ಟಿಗೆ ೫೦ ಪರ್ಸೆಂಟ್ ಕೌಂಡರ್‌ಫೀಟ್ ಟಿಕೆಟ್‌ಗಳನ್ನು ಮಾಡು